

(d) That airspace described as the “Bryant segment” in §93.55(e), when the Bryant control tower is not in operation.

[Doc. No. 12425, 39 FR 32551, Sept. 9, 1974, as amended by Amdt. 93–51, 51 FR 18312, May 19, 1986]

§93.55 Subdivision of area.

The Anchorage Airport traffic area is subdivided as follows:

(a) *International segment.* That area lying within a line beginning at the International Airport control tower extending northwesterly on a direct line toward the substation to the airport traffic area boundary; thence counterclockwise along the airport traffic area boundary to its intersection with International Airport Road; thence westerly along International Airport Road to the point of beginning.

(b) *Merrill segment.* That area lying within a line beginning at Point MacKenzie extending directly to the mouth of Fish Creek; thence along Fish Creek to Northern Lights Boulevard; thence direct to the intersection of Tudor Road and the new Seward Highway; thence east and north along the airport traffic area boundary to a point directly east of the intersection of Glenn Highway and Boniface Parkway; thence due west on a direct line through that intersection to Ship Creek; thence along Ship Creek to its mouth; thence on a direct line toward the center of Lake Lorraine to the airport traffic area boundary; thence counterclockwise along the airport traffic area boundary to the point of beginning.

(c) *Lake Hood segment.* That area lying between the International segment and the Merrill segment.

(d) *Elmendorf segment.* That area lying within a line beginning at the intersection of the airport traffic area boundary with Loop Road, extending southerly along Loop Road to Davis Highway; thence due south to the north boundary of the Merrill segment; thence westward along the north boundary of the Merrill segment to the airport traffic area boundary; thence clockwise along the airport traffic area boundary to the point of beginning.

(e) *Bryant segment.* That area lying east of the Elmendorf segment.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93–29, 39 FR 32552, Sept. 9, 1974; Amdt. 93–51, 51 FR 18312, May 19, 1986]

§93.57 General rules: All segments.

(a) Each person piloting an aircraft to, from or on an airport within the airport traffic area shall operate it according to the rules set forth in this section and §93.59, §93.61, §93.63, §93.65, or §93.67, as applicable, unless otherwise authorized or required by ATC.

(b) Each person piloting an airplane shall conform to the flow of traffic shown on the appropriate diagram in appendix A.

(c) Each person piloting a helicopter shall operate it in a manner avoiding the flow of airplanes.

(d) Except as provided in §93.65 (d) and (e), each person piloting an aircraft in the airport traffic area shall operate it only within the designated segment containing the airport of landing or takeoff.

(e) Except as provided in §93.63(d), each person piloting an aircraft shall maintain two-way radio communications with the control tower serving the segment containing the airport of landing or takeoff.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93–8, 30 FR 8568, July 7, 1965; Amdt. 93–29, 39 FR 32552, Sept. 9, 1974]

§93.59 General rules: International segment.

(a) No person may pilot an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that part of the segment lying north of the midchannel of Knik Arm.

(b) Each person piloting an airplane at a speed of more than 105 knots within the segment (except that part described in paragraph (a) of this section) shall operate it at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person piloting an airplane at a speed of 105 knots or less within the segment (except that part described in paragraph (a) of this section) shall operate it at an altitude of at least 900 feet MSL until maneuvering

for a safe landing requires further descent.

§ 93.61 General rules: Lake Hood segment.

(a) No person may pilot an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that part of the segment lying north of the midchannel of Knik Arm.

(b) Each person piloting an airplane within the segment (except that part described in paragraph (a) of this section) shall operate it at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93-51, 51 FR 18312, May 19, 1986]

§ 93.63 General rules: Merrill segment.

(a) No person may pilot an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that part of the segment lying north of the midchannel of Knik Arm.

(b) Each person piloting an airplane at a speed of more than 105 knots within the segment (except that part described in paragraph (a) of this section) shall operate it at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person piloting an airplane at a speed of 105 knots or less within the segment (except that part described in paragraph (a) of this section) shall operate it at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

(d) Whenever the Merrill control tower is not operating, each person piloting an aircraft within the segment shall maintain two-way radio communication with the Anchorage Flight Service Station.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93-6, 29 FR 15949, Dec. 1, 1964; Amdt. 93-29, 39 FR 32552, Sept. 9, 1974]

§ 93.65 General rules: Elmendorf segment.

(a) Each person piloting a turbine-powered airplane within the segment shall operate it at an altitude of at least 1,700 feet MSL until maneuvering

for a safe landing requires further descent.

(b) Each person piloting an airplane (other than turbine powered) at a speed of more than 105 knots within the segment shall operate it at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person piloting an airplane (other than turbine powered) at a speed of 105 knots or less within the segment shall operate it at an altitude of at least 700 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or taking off an aircraft from Elmendorf Airport may operate it at an altitude between 1,500 feet MSL and 1,700 feet MSL within those parts of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or taking off an aircraft from Elmendorf Airport may operate it at an altitude between 900 feet MSL and 1,700 feet MSL within that part of the Merrill segment lying north of the midchannel of Knik Arm.

§ 93.67 General rules: Bryant segment.

(a) Each person piloting an airplane within the segment shall operate it at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Whenever Bryant control tower is not operating, each person piloting an aircraft to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate diagram in appendix A of this part, and, while in the traffic pattern, shall operate at an altitude of at least 1,000 feet m.s.l. until maneuvering for a safe landing requires further descent.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93-8, 30 FR 8568, July 7, 1965]

§ 93.69 Special requirements, Lake Campbell and Sixmile Lake Airports.

Each person piloting an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are